

PREFACE

On January 16, 1997 the U.S. District Court, Northern District of Illinois ruled the Record of Decision for FAP Route 340 (I-355 South Extension) from Interstate Route 55 to Interstate Route 80 to be invalid. In response to this court ruling, this Final Supplemental Environmental Impact Statement (Final SEIS) has been prepared and the concerns of the court addressed.

This Final SEIS contains the following supplemental information:

- The design year has been changed from 2010 to 2020. The Chicago Area Transportation Study, the local Metropolitan Planning Organization, published the 2020 Regional Transportation Plan in the period between the issuance of the Final Environmental Impact Statement (1996 FEIS) and this document.
- Because of the change in design year, new traffic projections for the year 2020 have been generated.
- New socioeconomic forecasts have been used to reflect the No-Action (Baseline) and Build scenarios. The No-Action (Baseline) and Build traffic projections for the year 2020 have been generated based on these forecasts.
- The Purpose and Need chapter has been revised.
- Because of the updated traffic and revised Purpose and Need chapter, a fresh look has been given to the Alternatives considered. Two new Arterials-Based Alternatives have been considered.
- The Affected Environment chapter has been updated. The Study Area has been re-surveyed to determine changes that have occurred since the publication of the 1996 FEIS.
- The Environmental Consequences chapter has been modified to reflect any changes in environmental impacts. A new section on environmental justice has been added.
- The Air Quality section of the Environmental Consequences chapter has been updated. An emission analysis was performed on the precursors of ozone consisting of volatile organic compounds and oxides of oxygen. A letter from the Illinois Environmental Protection Agency to IDOT indicating that an analysis of ozone is not warranted and that the I-355 South Extension should not impede the region in reaching attainment by the year 2007 statutory deadline was included in Appendix C of the Draft SEIS.

This Final SEIS has been published in condensed format. Consistent with FHWA guidelines, the condensed format (1) summarizes information that has not changed since publication of the Draft Supplemental EIS (Draft SEIS), and (2) discusses “changes in the project setting, impacts, technical analysis, and mitigation that have occurred” subsequent to the circulation of the Draft SEIS. Changes to this Final SEIS addressing comments received in response to circulating the Draft SEIS are indicated by underlined text for additions and crossed out text for deletions. Per FHWA and IDOT two nomenclature changes have been made for clarity since publication of the Draft Supplemental Final EIS (Draft SFEIS) published in December 2000. First, the word “final” has been removed from the document title. The Draft SFEIS is now referred to as the Draft

Supplemental EIS (Draft SEIS). This condensed document is titled Final Supplemental EIS (Final SEIS). Second, the No-Action Alternative is now referred to as the No-Action (Baseline) Alternative.

This Supplement is being published in paper and electronic format. Access to computer technology has improved to allow this approach. The Final SEIS, Draft SEIS and the referenced passages from the 1996 FEIS are included in the electronic version. Copies of the electronic version are available at the IDOT website at www.dot.state.il.us. Electronic, as well as paper copies of these documents will also be available for review at the public libraries listed on Page 7-4 in this document and at the following locations:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Illinois State Toll Highway Authority
2700 West Ogden Avenue
Downers Grove, IL 60515